

AFL Spurns 'Draft Labor' Plan, Urges Congress To Defeat It

ITALIAN LABOR LEADER RAPS RED TACTICS IN SHIP CASE

Charges that Communist followers were using "deplorable conditions" faced by the crew of the Italian liner SATURNIA, which reached New York harbor a short time ago after a dramatic escape from the Nazi-dominated North Italian harbor of Trieste, to give a false picture of American democracy and to create a machinery for interfering in the politics of war-torn Italy, were made yesterday by Luigi Antonini, President of the Italian-American Labor Council.

Mr. Antonini, who is first Vice-President of the International Ladies' Garment Workers' Union, stated:

"The Communist press and the general press unfamiliar with the facts are being mobilized to take advantage of the deplorable conditions under which the crew of the Italian liner SATURNIA are

living in New York harbor, to discredit American institutions and government agencies and democratic organizations like the Italian-American Labor Council. The SATURNIA, in an epic dash from Nazi-dominated Trieste, recently escaped to the haven of America to take part in the United Nations victory drive.

"We of the Italian-American Labor Council have sent telegrams to the President, Secretary of State, the Secretary of the Navy, the Department of Justice and the War Shipping Administration, appealing to them to do something so that the crew of the SATURNIA might be granted decent living and working conditions. The Navy has been very helpful. We are sure that the American authorities are intent upon cleaning up this unhappy situation. But Communist Party

followers are using the justified discontent and unrest in the SATURNIA's crew and aggravating it for purely political advantage. It is our feeling that they plan to use the contacts just created to smuggle Communist literature and agents to Italy.

"We have been informed that members of the SATURNIA's crew who recently attended a meeting of the Italian-American Labor Council, addressed by Matthew Woll, Vice-President of the American Federation of Labor, have been mysteriously jailed."

"Vincent Bello, Executive Director of the Italian-American Labor Council, said that he had received information that a Communist member of the crew sarcastically told the arrested sailors that they had followed the wrong track when they went to the Council meeting."

Green Warns FDR Proposal Will Not Prevent Strikes; Sees Democracy Menaced

Washington, D. C.—President William Green expressed the American Federation of Labor's "resolute" opposition to President Roosevelt's proposal for a "draft labor" law on the grounds that such legislation will not prevent strikes, will not solve manpower problems and threatens to "undermine our basic concepts of democracy."

Following this sweeping public declaration, Mr. Green wired every member of Congress urging defeat of the new and revolutionary proposal.

At the same time he called on all organizations affiliated with the American Federation of Labor to communicate their opposition to the plan to their Representatives and Senators in Congress.

The President's recommendation for a National Service Act was submitted to Congress in his annual message along with four other measures designed to curb food price increases through Federal subsidies and to tax war profits more heavily.

Immediate reaction on Capitol Hill indicated that Congress would refuse to enact any portion of the President's recommendations except those dealing with extension of the Economic Stabilization Act and continuing the profit renegotiation clauses of the tax law.

Virtually ignoring the President's message, the Senate proceeded with consideration of a tax bill, already approved by the House, which will fall far short of the goal set by Roosevelt. Members of Congress privately expressed the opinion that there was not the slightest chance of their voting drastic tax increases in an election year.

SUBSIDIES IN JEOPARDY

Also, there appeared to be little hope of Congress approving a substantial food subsidy program. The President asked for a billion-dollar program but unless there is a sudden shift of sentiment on Capitol Hill Congress will cut the authorization to at least half that figure, if it approves subsidies at all.

The President emphasized in his message that his five-point program formed a "just and equitable whole" and added that he would not recommend a National Service Act unless the other laws were passed to prevent undue profits, to keep down the cost of living and to hold the stabilization line.

Because of this proviso in his message, anti-Administration forces expressed the cynical be-

(Continued on Page 4)

War Standards Must End With Peace, Perkins Warns

Long hours and other wartime working conditions must give way to peacetime standards as soon as war production demands permit in order to stabilize post-war industry and employment for civilian war workers and returning soldiers, according to Secretary of Labor Perkins.

With war industries approaching peak production and some war contract cutbacks already in effect, the need to blueprint the steps for an orderly reconversion to peacetime labor standards grows more urgent.

"Emergency demands for overtime and for additional shifts are temporary," Secretary Perkins said, "and they must not be extended beyond actual production requirements. It would be tragically short-sighted of us to allow the war emergency to be used as a means of undermining our labor standards which are the cornerstone of this Nation's tremendous production ability and staying power."

Anticipating further changes in war production during 1944, labor leaders have joined with State labor commissioners and Federal labor officials in asking the U. S. Department of Labor to

call a conference of labor commissioners with representatives of the Government agencies concerned to "determine methods for returning to peacetime standards as rapidly as possible."

Wartime exemptions to State and Federal hours laws must be kept temporary and subject to immediate readjustment as war needs shift, labor and Government officials agree. They are convinced that exemptions must be eliminated altogether as soon as practicable.

Action has been taken on approximately 30,000 applications from 12,000 firms for exemptions from various labor laws in 34 States since the beginning of the war period. Secretary Perkins reported recently to the National Conference on Labor Legislation. The firms, not all of them war contractors, applied for permission to work in excess of the maximum hours law, to employ women at night or for longer hours, or to employ minors beyond the limitations of existing legislation. Most States have granted such exemptions for limited periods after investigation has proved that they are necessary for the war effort.

Prisoner Of War Writes To Hawk

A letter which is all the more dramatic because of the things which it does not say, rather than what it says, has been received by John Hawk, Secretary-Treasurer.

The letter follows:

Nov. 26th, 1943

Dear Bro. Hawk:

Just to let you know that I and the rest of the members here are in the best of health and hope that everything is going on smooth back there. There isn't very much that a fellow can write about from here, as one day is pretty much the same as another. I am the Barrack Captain of the American Group in this camp and have been such ever since we have been together. I'll try to send you a photo of most of this group if I can get one.

Well, this is about all I can think of at present, so I'll close wishing everyone a Merry Xmas and Happy New Year, also lots of luck from everyone here.

I remain

JOHN MONTEVERDE,
Book No. 156, G. 140

My prisoner of war No. is 2998. Have sent photo to my sister, Mrs. Gladys Mortins, No. 417 Montgomery St., Savannah, Ga., and requested her to send you a copy.

War Profits Hit Record Peaks

Corporation profits for the third quarter of 1943 were the highest for any similar period in the history of America, the Department of Commerce reported this week.

After deducting all taxes and other charges, the department said, profits were "slightly more than \$2,000,000,000," or 6 per cent above the 1942 quarter, the previous all-time high.

Business as a whole will smash all records for the year, with profits, after taxes, of more than \$8,000,000,000. This is double what they were in the last peacetime year of 1939, considered pretty good for business.

For the first nine months for which figures are available, profits have risen 11 per cent over the same period of 1942, after payment of taxes.

UP FASTER THAN TAXES

Commenting on these figures, the "American Federationist," publication of the American Federation of Labor, declared that "what has happened is that the corporations have boosted their incomes faster than the taxes have gone up—in an effort to pass their tax load on to others," and it added that some corporations have admitted that this was their purpose, though not in those words.

As a matter of cold statistics, the fact is that, while war taxes are high, many corporations have actually evaded the payment of a single penny, since what they have been permitted to retain, after squaring their account with the government, is much greater than they could possibly earn in peacetime, the "Federationist" declared.

"The pledge of no new war millionaires has been forgotten," it said. "What the corporations have done is not only pass their tax burden onto the public, but to double their profits in addition."

SEAFARERS LOG

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OF NORTH AMERICA
Atlantic and Gulf District

Affiliated with the American Federation of Labor

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REPORT ON WASHINGTON

• BY MATTHEW DUSHANE •

MARITIME WAR EMERGENCY BOARD

Decisions made during the month of December are as follows:

J. Mogan—SIU Agt., Boston—SS Henry Jocelyn—Claim for attack bonus in London during the period from October 12, to October 20, 1943. Board ruled port attack bonus of \$125.00 payable to crew members of this vessel.

J. Sheehan—SIU Patrolman, N. Y.—S.S. Charles M. Schwab—Claim for attack bonus in London during the period from November 2, to November 13, 1943—Board ruled port attack bonus of 125.00 is payable to crew members of this vessel.

A. C. Dynarski—SIU Patrolman, N. Y.—S.S. Eleazar Wheelock—Claims for attack bonus in Malta during the period from July 30, to August 5, 1943. Board ruled that no attack bonus is payable, they state that this vessel was at sea during this period.

A. Burke—SUP Patrolman, S.F.—SS Young America—Claim for attack bonus on Makin Island on November 27, 1943. Also SS Cape Martin—SS Island Mail. Board has ruled that crews of these vessels are entitled to attack bonus of \$125.00.

J. H. Volpin—SIU Patrolman, N. Y.—SS Andrew G. Curtin—Claim for attack bonus in London during the period from October 6, to October 17, 1943. Board ruled port attack bonus of \$125.00 is payable to crew members.

J. Sheehan—SIU Patrolman, N. Y.—SS Marie Meloney—Claim for attack bonus in London during period from October 24, to November 11, 1943. Board ruled attack bonus of \$125.00 is payable to crew members.

AMENDMENT 1 TO DECISION 2 A.

Paragraph D of Article IV of Decision 2 A is repealed effective at 12:01 A.M., February 1, 1944. Therefore, bonus payments in connection with vessels putting into a port within the continental limits of the United States under the circumstances set forth in paragraph D will start and stop in accordance with the provisions of paragraph A and B respectively of article VI. (Dated 1-8-44).

AMENDMENT 2 TO DECISION 2 A

Paragraph C of Article VI of decision 2A is hereby amended by adding the following subparagraph:

"(4) A crew member repatriated after occurrence of an event specified in sub-paragraph (3) of this paragraph C is not entitled to bonus from his original vessel during repatriation. If such crew member signs on as a replacement in the crew of the repatriating vessel. If such crew member signs on as workaway on the repatriating vessel, he shall not be entitled to bonus for the repatriating vessel."

This amendment 2 to Decision 2 A shall be effective at 12:01 A.M. of February 1, 1944; provided, however, that a crew member repatriated as a workaway after occurrence of an event specified in

sub-paragraph (3), Paragraph C of Article VI and whose repatriation commenced prior to February 1, 1944, shall be entitled to any bonus payable for the period up to and including January 31, 1944, from the operator of the repatriating vessel. (Dated January 8, 1944).

All agents and patrolman are cautioned to fully acquaint themselves with these two latest decisions by the board so that you can avoid headaches in the pay-off.

GOVT. SEIZURE?

Over a year ago, H. Lundberg, J. Hawk, M. Weisberger, M. D. Biggs, and your truly met with officials of the War Department over a dispute on some of the Eastern scows that the Army had under their jurisdiction. We were firmly told at this conference that the War Department had a plan all worked out to take over all Transportation.

This plan extends far beyond the scope of Industrial Mobilization (M) Plan of 1936 and 1939. No. 1. They have taken over the Railroads. What segment of the Transportation Industry is next?

DISCRIMINATION:

Certain pressure groups are trying to force this issue now that the Government has taken over the railroads. Here is what they are trying to put over. "The railroads previously had refused to abide by the committee's order to cease discrimination. Certification of the cases to the President is under the same procedure as certification of War Labor Board orders by which management or Unions refuse to abide. Enforcement methods include abolition of Union privileges, seizure of plants or withholding of Government contracts. It looks like stormy weather ahead boys, so we had better post some extra lookouts."

No Crew Shortages Held Up Ships Over Holidays

Not a single vessel of the American or Allied Nations merchant fleets missed her sailing date on the Atlantic Coast because of crew shortage during the critical holiday period from December 15 to today, according to Craig S. Vincent, Atlantic Coast Representative of Recruitment and Manning Organization, War Shipping Administration (WSA), 37 Broadway, New York. Extraordinary efforts were made by WSA, maritime unions and operating companies to prevent any break in the flow of vital materials to our fighting fronts.

Marshall E. Dimock, Assistant Deputy Administrator for Recruitment and Manning Organi-

zation, WSA, Washington, D.C., reported that only five delays were caused by temporary crew shortages on all three coasts, in contrast to seven American and ten Allied Nations ship delays in United States ports a year ago, when the merchant fleet was only half its present size.

The report covers all types of vessels manned by civilian crews, including Army Transport Service troop ships, as well as the familiar libertys and tankers. Panamanian, Honduran and Philippine flag ships operated by WSA also are included.

"The need for mates, licensed engineers and Able Seamen, nevertheless continues to be acute," Mr. Vincent said.

Editor's Mail Bag

Editor, Log:

I noticed in the December issue of the *Pilot* that they are returning to old fashioned farming methods in a nice sort of a way. Under a notice to the men on the Standard Tankers, Isthmian Line, and Army Transports, the men are advised to apply at their nearest NMU Hall and be serviced.

We, all of us know that being serviced is. Remember back on the farm when the old man used to take old Betsy, the family cow over to the neighbor's bull to be serviced in a large way.

It's common knowledge on the waterfront that the membership of the NMU have been getting a first class job of servicing done on them ever since the Commies took over, but we never thought that they would go to the trouble of advertising it. But then wonders never cease.

BUD RAY, No. 647

Shipmates and Brothers:

Am making a second appeal (which will probably be the last) for Richard McKee of 92 Pleasant St., Dorchester, Mass., who contracted tuberculosis in Jacksonville, Fla., jail when doing 30 days for picket line activity. He is now at Mattapan Sanatorium, while his aged and destitute mother is bedridden at their home with malignant ulcers.

They receive \$6.00 a week for the two of them when Richard is home with his mother.

My first call for aid for him in October of 1941 brought in from five or six ships crews, through tarpauling musters, 165.00. Think what we could do now if we all have our hearts in the right place, which I hope we have.

All mail should be sent registered, or through telegraph, to Mrs. Anna C. McKee, or Richard McKee, 92 Pleasant Street, Dorchester, Mass.

O. FAGERTWEDT.

SUP. No. 1607

License To Profiteer

The tory Republican-polltax Democrat alliance that is now running Congress is a rich man's party. It has consistently favored capital as against labor, the rich as against the poor, the few as against the many, on nearly every issue it has handled.

The tax legislation it has initiated and passed has been particularly scandalous for its class character, in the midst of a war that calls for all groups to pull their full weight in the spirit of national unity.

But there has been one curb on the worst excesses of war profiteering, beyond the present inadequate taxes with all their loopholes.

This has been the Renegotiation Act of 1942, under which the government is empowered to renegotiate with war contractors, when it finds they are making excessive profits.

Under this act, some \$5,300,000,000 has been recovered or saved for the American people through the re-writing of war contracts.

Profits Double 1939 Figure

Despite this measure and war taxation generally, the profit-makers have been doing very nicely, thank you. In fact, corporation profits, after all taxes, are now more than twice as high as they were in 1939.

But now come the House and Senate Finance Committees with proposals to change the renegotiation regulations in such a way as to "open the way to truly extortionate profits," according to Treasury Secretary Morgenthau.

To say, as Morgenthau does, that these changes "hold the seed of a national scandal," is to put it mildly.

Labor's Anger Soars

There is already scandalous profiteering in this war, and if still further license is given for even worse profiteering, the indignation of labor, our fighting men and the American people generally will know no bounds.

There may be no limits to the arrogance of the tory clique that has usurped control of Congress, but there are limits to the patience of the American people, as the next elections may show if real curbs are not enforced or war profiteering.

—Labor News Service

These Books Are At Baltimore

These Union Books are at the Baltimore Branch:

Name No.

A

Nicholas F. Auld 29470
Ernest Avant 27809
Olaf Andersen 27976
Arne Arnesen 21610
Gerald Anderson 28541

B

Louis Beaty 26472
George T. Bareford 6993
R. Branstrom 28536
Walter Bendle 27098
Smokey Ball 28006
Arthur Brandon 29137
Edward Bender 29138
James Brinkley 28546
Edward Berger 27639
Wm. Baumer 29244
Gale Barr 29489
E. Bugaj 29228
John Bunten 29490
Jack R. Beam 29140
Raymond Burton 29139
Joseph Blaher 29301
Jack Burt 5761
Harold Burke 1077
Walter Broll 28545
Morris Brickley 28549
Hubert Britt 29300

C

G. R. Craig 29229
Angol Ciniano 26981
Franklyn Coombs 25818
Elwood Canty 3313
Francis Carberry 28553
Lansing E. Chase 28645
Harry Cheatham 21859
Samuel Chew 28108
Leo Cunningham 23167
Willie Carrington 25011
Calvin M. Curry 27638
Kenneth E. Cooney 25231
Jacob H. Coogins 24954
G. C. Cobler 29227

D

William Davis 28641
Lionel G. De Haven 28327
Wm. J. Dennis 29143
Eugene Duarte 26816
Chas. Davis 28538
Eldon Driver 20222
Cortez Demetrio 3404
Pat. J. Donahue 22951
John J. Dembrowski 26930
Willard F. Day 29466
Arthur Dickerson 22223

E

Martin Echoltz 28544
George Evans 26175

F

Harold R. Freeberg 28632
Ormel Fleet 21582
Chancey V. Farmer 26334
Donald Fewkes 29330
Eugene Fleischer 28783
Audrey A. Felts 28781
Elwood A. Fogel 29142
Charles E. Feltman 28558
Francis Fowler 28773
Allen L. Ferguson 25388
Fred Froedge 3872
Milton S. Fall 29495

G

Andrew Gangle 25831
Charlie V. Gladhill 24871
Hemsley Guinier 27209
Henry Gibbs 26934
Uriah Grant 27295
George F. Greene 28540
Sam C. Graham 26874
Martin Gallagher 26933
Samuel Grubb 27870

H

Claudio A. Hernandez 26817
Geo. Hawkes 29145
Fred O. Hart 28326
Geo. Huntzicker 28199
Arte Hromin 23795
James Harrington 25773
Frank Holland 29481
Arthur E. Huhn 29234
Harry Huber 29235
Charles W. Homer 27908
Robert P. Harrison 28127
Charles F. Helbig 25402
Chas. Hamilton 27341
e Hergenahhn 23628

Elvis Higdon G-182
David Hendry 24769
Paul Hunt 27989
Howard Hockman 28126
Wm. Howsare 27986
Shyle Holloway 26655

J

Henry Jenkins 4825
Fred A. Jones 26821
Alphonse James 28198
David B. Johnston 21169
H. Jobe 29483
John Jeffrey 29469
Wm. Jones 29233

K

A. Koszow 10301
John Kavanaugh 28780

L

Edward Lewis 26942
A. Lingenfelter 26943
S. Lashley 4839
J. F. Latimer 27973
Geo. M. Lucas 28638
Rudy R. Lopez 28542
Ed. H. Lynch 2360
O. C. Lindsey 25847
A. H. Lawer 29306

M

Chas. Meyers 28206
L. Melton 253
Wm. Morris, Jr. 29357
Leon Malczyk 27892
Jas. L. Martin 29368
Ed. C. Martin 28329
Chas. E. Mitchell 26079
J. L. Millner 29356
Rafael Macos 27885
Chas. Metzger 26791
Robt. Mortimer 28784
M. Michelson 5737
Philip Marshall 5393

Mc

John McGuigan 28390
S. S. McGavin 28782
Joe McGuire 26452
Ed. McShane 26648
L. McGee 29225

N

Hans Neilsen 25125
K. R. Nichols 28131
Robt. W. Niebrugge 27049

O

Tony Ofsian 1858
David J. O'Dell 28208
F. J. Orscheln 29138
Martin J. O'Connor 28683
Chas. Omohundro 21991
D. A. O'Connor 24436

P

Edward Pike 27870
Urner M. Perry 29324
Francis Prout 21856
Curtis R. Parker 28709
Richard Painter 24870
H. H. Pagerkopp 29131
F. H. Paschang 29358
Frank Peann 28151
Harry Plowman 25855
Andrew Paul 28674

R

Wm. Robbins 29221
H. C. Rivers 3267
Albert Reganus 28707
Ben. J. Ruffin 27801
Donald Rohrbeck 27978
Jos. O. Roy 3005
Juan Rodriques 2361
Ben. Rusk 27821
Douglass Ripley 27499
Wm. Robey 28685
K. Raines 23443
Jos. Repasky 27883
Werter Roberts 4159

S

Raymond Skinner 29232
F. Sinkovich 29353
E. C. Sengebusch 29305
Tom Slack 146
E. H. Steinselter 28681
Geo. Steen, Jr. 28677
J. S. Sorensen 28217
R. M. Schaeffer 28687
S. Sadowski 27538
Wm. Siejack 27630
Wm. Solomon 28679
D. Smith 28846
J. D. Stefano 27593
H. C. Steffen 28216
C. P. Swerengen 26606

E. E. Stewart 23622
Wm. H. Serens 26954
B. Sweatkoski 27918
Alec Searle 28678
J. A. Sumpter 26820
Al. Silver 24786
E. Sharpe 27894
Andy Smelko 22823
H. R. Sullivan 25694
Robt. Shepard 222
P. Shenley 28662
M. Scarpinati 29107
Ralph Spray 28032
W. Sanderson 6295

T

Jos. Taylor 28688
Lonnie Tickel 28663
A. L. Thompson 29440
Chester Turner 26961
Chas. Teddes 26959
Robt. J. Taylor 26110
Jessie M. Taylor 28842
Michael Torbick 28686
C. Tilgman 29579

V

Ed. J. Vogel 28934
A. C. Valentine G-7
Frank Verrier 28218
Robert J. Vilagi 29354

W

Walter Wentling 29135
H. E. Willoughby 29365
T. N. Weber 28845
Omer Ward 20742
Robert Williams 6367
Wm. E. Wannall, Jr. 29372
John C. Ward 28689
J. E. Waris G-105

Z

John Zerovnick 6135

MONEY DUE

Crew which made the last trip on the SS Joseph Wheeler have \$125 port attack bonus money coming to them. Collect at South Atlantic Steamship Line, 17 Battery Place.

Crew which was on SS Robert Hunter on November 10, 1943, have \$125 port attack bonus money coming to them. Collect at South Atlantic Steamship Line, 17 Battery Place.

Crew which was on SS William R. Davie on November 1st, 1943, are entitled to \$125 port attack bonus money. Collect at South Atlantic Steamship Line, 17 Battery Place.

Crew which was on SS William R. Davie on September 6, 1943, have \$125 port attack bonus money coming to them.

Personals

WILLIAM FOLEY

Get in touch with your mother, Mrs. W. Foley, 1555 Constance Street, New Orleans, La.

JAMES A. SWEENEY

Please contact your wife, Virginia at 2375 Iva Lee Street, Denver, Colorado.

MIKE DIKUN

The certificate of identification and fireman's certificate of efficiency of Mike Dikun was turned in to the Philadelphia Branch of the SIU, 6 North 6th Street. Also his Seamen's Passport and other papers. His SIU of N.A. Book No. 25275 is also here.

Keep In Touch With Your Draft Board

Around The Ports

SAVANNAH

Shipping in this port has been damn good. In fact I have been so busy lately I have been on the run continuously looking for men and the way things look now I will continue to be just as busy for the next month. Have had a hard time trying to find ABs for the ships I have had out around here. There seems to be a scarcity of ABs around this port. If things continue as they have been lately I will be able to use all the ABs I can get my hands on, in fact I would like to see some ABs around here right now.

Have ships coming out on the

19th and 26th of this month and on the 3rd of February, so far as I know now. Have a few registered in the black gang but will be needing men with ratings in all 3 departments to man these vessels. Since the holidays are over, maybe some of the old-timers will be getting down this way again to register for shipping. Hope so anyway because I will be able to use every man I can get my hands on this month. Don't have many ships coming in but have plenty going out and surely do hope to see some of the old-timers down this way soon.

Steady as she goes,

CHARLES WAID, Agent

Senate Body Hits Tactics Of Employers On Coast

Washington, D. C.—The Senate Civil Liberties Committee charged that organized employers have deliberately attempted to sabotage collective bargaining in Los Angeles and have unduly interfered with it in San Francisco.

The charges were contained in the sixth and seventh sections of a report by the committee to the United States Senate on extensive investigations into West Coast conditions over the last decade. The committee is composed of Senators Robert M. LaFollette and Elbert D. Thomas.

In Los Angeles the committee found that "the most influential business and financial interests have deliberately attempted to sabotage the national labor policy of collective bargaining as expressed in the National Labor Relations Act." The report added:

"Despite the enactment of that law and its declared constitutionality by the United States Supreme Court, these business and industrial leaders determined to nullify it not only by negative but also by positive action. Pursuant to this determination, they engaged in a series of organized conspiracies to destroy labor's civil liberties. They sought to prevent bona fide collective bargaining from obtaining a strong foothold in the urban community of Los Angeles and its tributary business and agricultural areas.

"To carry out their conspiracy, they set up various employers' associations and auxiliary groups of women, consumers, agriculturists, and even employees. They lavishly financed these organizations and for the most part supplied them with a type of professional personnel that by reason of their background was wholly out of sympathy with trade-unionism. They concluded alliances with the local press, local police, local law-enforcement officials, and local business organizations. Behind their illegal and anti-social policy they concentrated economic and political power that defied any local application of the law and custom of the nation."

Another significant aspect of the conclusions of the committee report was the determination, based upon the record, that the anti-labor activities of the organized employers were backed and sponsored by other groups in the city such as the banking and financial groups, certain leaders of the local press, and, until recently, many of the public of-

ficials. "The very spectacle of a local chamber of commerce, comprising the sum total of the business influence in the community, actually dictating and stimulating the development of tactic after tactic to defeat the national labor policy, made anything but the strongest measures protective of labor's civil rights seem futile. The creation and maintenance of this policy of antiunionism in Los Angeles for magnitude and versatility of the effort far surpasses anything the committee has previously encountered in its four-year inquiry."

The committee noted that the city of Los Angeles, famed during the 1930's as a stronghold of antiunion industry, presented in its most intense form the problems which are prevalent in other urban and industrial areas, where influential forces dominating the entire community refused to accept the national labor policy. In its final statement on the importance of this issue, the committee report stated:

"Los Angeles is but a symbol of many other areas in various parts of the nation where the exercise of labor's rights and the practice of collective bargaining are met with hostility of an organized 'community' character, engendered by strong industrial or agricultural groups."

The report on San Francisco disclosed a transition from an organized employer policy of outright and open antagonism to collective bargaining to one in which organized industry avowedly accepted the procedures of collective bargaining but sought to nullify them. Despite the fact that collective bargaining substantially became the operating basis for employer-employee relationships in San Francisco in the latter half of the last decade, the committee noted:

"The collective - bargaining rights of large and important elements of labor in San Francisco, although recognized in collective agreements even before the passage of the National Labor Relations Act, have been persistently subjected to a variety of undue interferences stemming from organized employer influence."

These Books Are At Norfolk

These Union Books are at Norfolk Branch,

These Union Books are at Nor-		N. H. Pfankuch	28889
folk Branch,		Donald D. Payton	27925
		L. E. Parker	28837
A		R	
Aurice H. Arkerson	6226	Joseph Ross	28010
William H. Ashford	25349	Carol G. Ross	29602
Albert Ausperk	25350	Richard Riddick	29585
B		John H. Russell	29590
Fred D. Bullock	7440	S	
Alexander Barigian	29728	Cecil W. Smith	29393
Morris Brickey	28549	Rolly A. Surguy	29394
Arthur Bellavance	6117	Stanley J. Serafin	29231
Raymond Barrow	27999	Roger R. Spencer	29583
C		T	
James Christopher	29719	William A. Thompson	27916
Earl E. Chickering	26982	James K. Thompson	28839
Donald A. Cameron	27766	V	
Floyd H. Curtis	29491	Pazely Van Millican	28838
James F. Collins	26256	W	
Philip E. Carter	29531	Robert Woodin	28891
Archie F. Carter	27626	Delton R. Watt	26522
William Coleman	28892	Joe Winslow	3435
R. S. Caroon	28918	Hebert M. Watson	29644
George F. Chamberlain	26666	Arthur E. Wolch	26905
James A. Cartin	27157	Adrean T. West	26617
Meredith Curry	26825	Esaw A. Wright	26600
Scipio Collins	29718	Lee Wade	29378
David Cardonik	29723	Louis Wyner	6122
D		S	
Ervin Dziengielewski	28109	Edward W. Stanczak	28154
Elbert Duffy	26974	Henry Scofield	25741
Franklin Lee Duren Jr.	26851	John Stephens	28840
E		Robert Stackhouse	28923
Floyd R. Erickson	29238	John Davis Speight	23492
F		Donald P. Stafford	27919
B. N. Farris	29535		
Stephen C. Freeman	26912		
Elue Facey	21984		
Fred Lindsey	29240		
Donald E. Finfrock	29717		
G			
Hebert Green	28630		
H. Groons	29246		
Eugene Glash	29479		
W. E. Grant	29534		
Edward B. Goodwin	29533		
Stanley P. Gondzer	25395		
Harwood Gaskill	5470		
H			
Robert B. Hewitt	28570		
Herman E. Hacker	27765		
Henry W. Holifield	25412		
Berger Hansen	3135		
Benjamin E. Hayes	25014		
I			
Lloyd L. Holland	28363		
Byron S. Hanrahan, Jr.	29688		
Sylvester Halligan	28571		
Chester Hudgins	23097		
E. Hammond	29726		
Clarence J. Hodges	26386		
J			
Adrian E. Jones	29747		
Paul Edward Jacks	29720		
Luke Joyner	24162		
George J. Jamison	25411		
Leon Jackson	26596		
K			
Challes Kohr	28564		
A. Allie Kemal	25120		
Joseph R. Kennedy	26702		
Alex Kinsey	28561		
Arthur D. Knoll	26662		
Eugene L. Knowles	27523		
William E. Kennedy	29497		
L			
Harold Larsen	G 92		
Alfred G. Lovell	26999		
Frank Liverman	28573		
C. B. Langley	28657		
M			
William R. Moore	29226		
William E. Morris	26534		
Harry Moore	28895		
Floyd T. Moore	27002		
Eugene L. Muse	28897		
Dan D. Moore	25770		
Ed. Murphy	28898		
Ambrose Magdirila	22826		
Samuel McKinley	27003		
N			
Spurgeon D. Norris	28886		
O			
Monford Owens	2947		
Gus A. Opolus	28841		
P			
Alfred Parek	24214		
Oliver H. Pekkola	29220		

AN ODE T

Oh, the way was dark
Before we saw the L
We searched in vain
And wandered in the

For truth, we hate to
And work we hate s
The virus politicanus
Has reached our inne

The vision of a shini
E'er swum before our
Our sterns were built
To that we shout "An

We craved a handsom
With photos to grace
Our names in self pra
To these we all confe

And so we shook the
Same pledge to every
The Right, the Left, a
Until their "votes" we

'Twas then we saw a
That gleamed across
For Stalin's Star had
And we could not sa

For that light-guarded
Burned brightly in o
The glow was red but
Then walked we to t

A "Right" that spoke
The workers to beguil
With twisted minds in
We learned Joe Stalin

And now, as dogs at
We crouch beside our
And in the light from
We growl or whine or

We yelp in terms of "
We yowl of Liberty's
Democracy is ever on
Though never in our

We hate the very sight
Our souls were cheap
We fill the air with sp
What wonders hath J

Now we are the New
Fat Christs of the Tim
Come list to US ye fa
Our Stalin's Will be D

Pioneer SIU Ship Wins Praise As 'The Work Horse Of The Sea'

Standard Oil Hit On Co. Unionism

Striking a blow at one of the nation's pioneers in company unionism, the U. S. circuit court upheld the NLRB decision outlawing three Standard Oil company-dominated unions in refineries at Bayonne, Linden and Jersey City, N. J. Standard still operates company unions in the Pacific Northwest.

Leaders in company unionism, the Rockefeller and Standard Oil interests worked out the formula for their employees' associations after the Ludlow massacre in 1914. With passage of the Wagner Act in 1935, company unions became illegal and the NLRB turned thumbs down on the Rockefeller dummies. But the company proceeded to defy the board by renaming them.

Two years ago the union filed charges of company domination of the three New Jersey dummy unions.

The S.S. George Washington, pioneer SIU ship, received praise this week as a "real work horse of the sea" and an example for other ships and crews to strive for. Officials of the Alcoa Line, charterers of the ship, gave an interview to the N. Y. Times which traced the war work of the ship and recounted a few of the narrow escapes experienced. Following is the text of the story as it appeared in the Times on Dec. 26th:

The saga of a real Atlantic Ocean "work horse," a ship of only 5,184 gross tons that has carried thousands of passengers and covered more than 100,000 miles in the last twenty-one months—the story of the S.S. George Washington's great war contribution to this country was told here yesterday by an official of the Alcoa Steamship Company, charterers of the vessel.

The 19-year-old liner, owned by the Eastern Steamship Company, has shuttled back and forth between the Atlantic coast and Bermuda, Trinidad and other important islands in the Caribbean in all sorts of weather and with a record of only negligible repairs, the company spokesman said, adding that the ship has outfought North Atlantic gales that have sunk many sturdy ships. He also told how on one voyage a giant wave struck the vessel and swept her lifeboats away.

The George Washington is one of the few remaining passenger vessels being operated by private management in this country. She was built for the New York-Norfolk, Va., run and normally carried about 300 passengers. Today the valiant little ship carries 900, and yet breaks her own speed records.

The vessel has a veteran crew,

the majority of whom have served on her for many years. Her master is Capt. Thomas H. Park of Montclair, N. J.

When the British and other allies leased island bases in the Atlantic to the United States, it was necessary for this country to send the men and equipment to those places. Naval and military personnel, as well as commercial contractors and their staffs were ferried back and forth on the ship, a task that still consumes most of her running time.

The Alcoa Line's spokesman mentioned two of the George Washington's narrow escapes when she was sailing through dangerous waters, unarmed and often unescorted. He told of the ship, proceeding at night, coming upon a submarine that was surfaced, evidently charging batteries, and how the captain hurriedly got away from there because he had a full ship and couldn't risk even trying to ram the submarine.

He told of another incident when the liner, outward bound in the Gulf of Mexico, passed her sister ship, the Robert E. Lee, which was torpedoed and sunk a short time afterward.

The George Washington has helped out with domestic labor shortages. Early this year, when the need for extra farm help became serious the ship was used to bring hundreds of the natives from Kingston, Jamaica, to work on American farms.

AFL Spurns Labor Draft, Asks Congress To Kill It

(Continued from Page 1)

lief that the President had advanced his program for political campaign purposes rather than in the expectation that it would be adopted. These spokesmen declared that if the President's recommendations are rejected he could then place the onus on Congress for failures in the nation's war economy.

At any rate, except for communist-controlled organizations, the trade union movement presented a solid front of opposition to the draft proposal, although, of course, it will support more legislation to tax excessive war profits and to authorize a comprehensive subsidy program.

At a conference with President Roosevelt in the White House, Mr. Green made it clear that the federation will not go along with him on a National Service Act.

Mr. Green pointed out in his public statement that although Great Britain has a National Service Act, the law has failed to stop strikes in that country. Britain has had more strikes, proportionately, than America, he said.

As proof that such a law will not solve manpower problems, Mr. Green cited a recent report by the War Manpower Commission's Policy Committee, in which

top representatives of industry, labor and agriculture unanimously held that "the American people will provide greater output under a voluntary system than under one of compulsion and regimentation."

Mr. Green quoted Bernard Baruch as authority for the statement that there can be no real comparison between drafting men for service in the armed forces and drafting them for service in private industry, operating for private profit.

The AFL chief emphasized that since the no-strike pledge was given to the President he has not authorized, approved or condoned a single strike. The record shows, he added, that not a single national strike has been put into effect by any AFL affiliate since Pearl Harbor. When local strikes have occurred, Mr. Green said, AFL officials have exerted every influence to terminate them as quickly as possible.

The only National Service bill now before Congress is the Austin-Wadsworth Bill, which is thoroughly objectionable to labor. To make matters worse, the authors of this legislation revised it after the President's message to include a clause which would, in effect, destroy the closed shop.

AN ODE TO FAKERS

Oh, the way was dark and stormy
Before we saw the Light;
We searched in vain safe harbors
And wandered in the night.

For truth, we hate to go to sea
And work we hate still more;
The virus politicanus Connivus
Has reached our inner core.

The vision of a shining desk
E'er swum before our ken;
Our sterns were built for easy chairs
To that we shout "Amen."

We craved a handsome briefcase
With photos to grace the press,
Our names in self praised headlines
To these we all confess.

And so we shook the honest hand,
Same pledge to every one;
The Right, the Left, and Center
Until their "votes" were won.

'Twas then we saw an eerie light
That gleamed across our way,
For Stalin's Star had wandered far
And we could not say "nay."

For that light-guarded payroll
Burned brightly in our sight,
The glow was red but pay was green
Then walked we to the Right.

A "Right" that spoke in terms of "left"
The workers to beguile,
With twisted minds in "Workers" School
We learned Joe Stalin's style.

And now, as dogs at Our Masters' gate
We crouch beside our bone,
And in the light from up above
We growl or whine or moan.

We yelp in terms of "rank and file,"
We yowl of Liberty's flight,
Democracy is ever on our lips
Though never in our sight.

We hate the very sight of work,
Our souls were cheaply bought,
We fill the air with speeches
What wonders hath Joe wrought?

Now we are the New Jerusalem,
Fat Christs of the Time to come
Come list to US ye faithful,
Our Stalin's Will be Done.

—Top 'n Lift